



CITY OF COSTA MESA

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DEVELOPMENT SERVICES DEPARTMENT

July 17, 2014

Mr. Jerry Marchbank
Senior Director
Facilities, Planning and Construction
Coast Community College District
1370 Adams Avenue
Costa Mesa, CA 92626

**SUBJECT: Orange Coast College's Vision 2020 Facilities Master Plan Program
Environmental Impact Report (PEIR)**

Dear Mr. Marchbank:

Thank you for the opportunity to provide comments on the Draft Program Environmental Impact Report (PEIR) for Coast Community College District.

Please note the following comments /concerns:

Existing Conditions

The City of Costa Mesa (City) is aware of the existing weekday and weekend traffic conditions in the vicinity of Orange Coast College (OCC). On weekends, OCC hosts the swap meet which is set up in the Parking Lot F. A portion of this parking lot is used by the vendors while the remaining is used for parking vehicles that enter OCC via the intersection of Pinecreek Drive/Adams Avenue. Additionally, the recycling facility located just east of the intersection of Pinecreek Drive/Adams Avenue is open during the weekends and attracts considerable amount of traffic during the midday peak hours. Due to the traffic generated by these uses (swap meet and recycling center), the streets and intersections around OCC experience considerable congestion (peak hours) during the weekends. We have witnessed several stopped vehicles in the travel lanes of Adams Avenue interrupting traffic flow.

Adding new uses and expanding existing facilities will result in increased traffic which will exacerbate the existing traffic conditions in the vicinity of the OCC campus. It is recommended that OCC address the existing traffic and parking issues on the weekend before moving forward with the implementation of the 2020 Facilities Master Plan.

Traffic Analysis (PEIR)

The City's Transportation Services Division staff has reviewed the Traffic and Circulation section of the Draft PEIR and in particular the Traffic Impact Analysis Report (Appendix G) for the Orange Coast College Vision 2020 Facilities Master Plan and has the following comments:

1. OCC currently hosts the swap meet every Sunday which generates traffic during the weekend. A weekend peak hour analysis should be conducted with and without project conditions to assess the project impacts on weekends when the swap meet is in operation.
2. The data and the 2007 study used to develop the empirical rate for Student housing shown in the Trip Generation Table 4.12-4 should be submitted to the City for review. Based on the review of the 2007 study prepared by LLG, the City may or may not have further comments regarding the trip generation rate used for the student housing component of this project.
3. In the Trip Generation Table 4.12-5, the pass-by reduction factor used in the calculation of pass-by trips for the retail component of the project is high (25% for daily and 34% for p.m. peak hour). A pass-by reduction factor of 10% should be used for both daily and p.m. peak hours instead.
4. The study area should be expanded to include additional signalized intersections within the City that have 50 or more peak-hour project trips. A review of peak-hour project volumes at the intersections on the fringe of the study area shows that signalized intersections outside the project study area may have more than 50 project trips and hence should be included in the analysis.
5. The traffic impact analysis should review and mitigate the operational impacts resulting from the traffic generated by the proposed project at the following locations:
 - a. Pinecreek Drive/Adams Avenue – The access to the recycling facility is right-in/right-out and hence, patrons using Fairview Road and traveling westbound on Adams Avenue will have to make a U-turn at the intersection of Pinecreek Drive/Adams Avenue to reach the recycling facility. The increase in traffic due to the proposed expansion of the recycling facility will increase U-turns from the westbound left-turn lane at this intersection. Additionally, these vehicles making a U-turn will conflict with the right-turning vehicles (northbound). An analysis of the traffic operations at this location should be conducted to estimate the queuing at the westbound left-turn lane and review the adequacy of the existing turn pocket. Any potential impacts identified in the analysis should be mitigated.
 - b. Harbor Boulevard/Merrimac Way – Traffic operating conditions should be analyzed at this location to estimate the queuing at the southbound left-turn lane and review the adequacy of the existing turn pocket.
 - c. Fairview Road/Arlington Drive – Traffic operating conditions should be analyzed at this location to estimate the queuing at the southbound left-turn lane and review the adequacy of the existing turn pocket.
 - d. Fairview Road/Merrimac Way – Traffic operating conditions should be analyzed at this location to estimate the queuing at the southbound left turn lane and review the adequacy of the existing turn pocket.
 - e. Recycling Facility Ingress and Egress/Adams Avenue – The traffic operations along the segment of Adams Avenue (eastbound) between Pinecreek Drive and Fairview Road should be analyzed. In order to improve safety along this section of Adams Avenue, a deceleration and acceleration lane should be provided at the ingress and egress to the recycling facility.

6. As a result of the proposed parking structure (1,500 parking spaces) at the southeast corner of Fairview Road/Arlington Drive, the number of pedestrians crossing Fairview Road will increase significantly. In order to eliminate conflict between pedestrians and vehicles and improve overall safety, it is recommended that a pedestrian bridge be provided between the proposed parking structure and the mixed-use facilities west of Fairview Road.
7. Given that the proposed parking structure at Fairview Road/Arlington Drive would be used as a shared facility between OCC and the Fairgrounds, the PEIR should review the traffic related impacts of the proposed development (mixed-use) included in the master plan, during events at the Amphitheater.

If you have any questions regarding traffic comments, please contact Pritam Deshmukh, Associate Engineer, at (714) 754-5183.

Land Use and Zoning

The current Public and Institutional land use designation for the college allows uses that provide recreation, open space, health and educational opportunities. The project description in the PEIR refers to a 75,507 square foot mixed use development consisting of commercial/retail at street level and a boutique hotel at the northwest corner of Fairview and Merrimac not consistent with the current land use designation. In addition, the PEIR does not include a land use section and refers to less than significant impacts with regards to land use (Page 5-13) with no analysis. The proposed mixed use component of the plans could have significant impacts to the adjacent communities that have not been discussed and no mitigation is proposed. Since this EIR is addressing the master planning of the college, it should include a land use analysis related to the cumulative impacts of all proposed and existing uses (i.e., recycling center, weekend uses such as the swap meet) and interface with the existing communities. As planned, a site specific general plan amendment would need to be submitted to the City for all uses that are not consistent with the Public and Institutional land use designation including the proposed mixed use development. The general plan amendment will require an in depth environmental analysis of the existing and proposed land uses.

Public Services

Fire and Police Protection

The PEIR refers to enrollment of 21,410 students in 2012 and anticipated growth of up to 28,332 students in 2020 based on an average annual rate of 0.84% (6,922 additional students). This will potentially increase the need for police and fire safety on campus as well as off campus. The proposal also includes providing on campus student housing which is not currently provided and will have additional demands on public service. The PEIR refers to City's development impact fee program for future fire and police personnel, but does not note that OCC will be processing the building permits through the State Architect's Office and the City will not be able to collect any impact fees. We believe that the scope of the college expansion could be significant with respect to public services and should be further analyzed and mitigated.

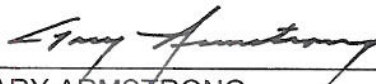
Parks and Public Facilities

With the additional students, there will be an increase in the use of public parks and City facilities that were not included in the PEIR. It is unreasonable to assume that all park and recreational

needs of the students will be fully accommodated on campus. The PEIR needs to include an analysis as all specific needs of the students and how these needs will be adequately met with on campus facilities.

We hope to have an opportunity to further discuss these issues. Please feel free to contact us at the following phone numbers.

Sincerely,



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Public Services Director
(714) 754-5343

cc: Tom Hatch, CEO, City of Costa Mesa
Raja Sethuraman, Transportation Services Manager